(1) 18.7 inches for the design landing weight conditions; and

(2) 6.7 inches for the design takeoff weight conditions.

(b) If airplane lift is simulated by air cylinders or by other mechanical means, the weight used for the drop must be equal to *W*. If the effect of airplane lift is represented in free drop tests by an equivalent reduced mass, the landing gear must be dropped with an effective mass equal to

$$W_e = W \times \frac{h + (1 - L)d}{h + d}$$

where—

W_e= the effective weight to be used in the drop test (lbs.);

h =specified free drop height (inches);

d =deflection under impact of the tire (at the approved inflation pressure) plus the vertical component of the axle travel relative to the drop mass (inches);

W=W_M for main gear units (lbs.), equal to the static weight on that unit with the airplane in the level attitude (with the nose wheel clear in the case of nose wheel type airplanes);

W=W_T for tail gear units (lbs.), equal to the static weight on the tail unit with the airplane in the tail-down attitude;

W=W_N for nose wheel units (lbs.), equal to the vertical component of the static reaction that would exist at the nose wheel, assuming that the mass of the airplane acts at the center of gravity and exerts a force of 1.0 *g* downward and 0.25 *g* forward; and

L = ratio of the assumed airplane lift to the airplane weight, but not more than 1.0.

(c) The drop test attitude of the landing gear unit and the application of appropriate drag loads during the test must simulate the airplane landing conditions in a manner consistent with the development of a rational or conservative limit load factor value.

(d) The value of *d* used in the computation of W_e in paragraph (b) of this section may not exceed the value actually obtained in the drop test.

(e) The limit inertia load factor *n* must be determined from the free drop test in paragraph (b) of this section according to the following formula:

$$n = n_j \times \frac{W_e}{W} + L$$

where—

n_j =the load factor developed in the drop test (that is, the acceleration *dv/dt* in *g*'s recorded in the drop test) plus 1.0; and

W_e, W, and L are the same as in the drop test computation.

(f) The value of *n* determined in paragraph (e) of this section may not be more than the limit inertia load factor used in the landing conditions in § 25.473.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25–23, 35 FR 5675, Apr. 8, 1970]

§ 25.727 Reserve energy absorption drop tests.

(a) If compliance with the reserve energy absorption condition specified in § 25.723(b) is shown by free drop tests, the drop height may not be less than 27 inches.

(b) If airplane lift is simulated by air cylinders or by other mechanical means, the weight used for the drop must be equal to *W*. If the effect of airplane lift is represented in free drop tests by an equivalent reduced mass, the landing gear must be dropped with an effective mass,

$$W_e = \frac{Wh}{h + d}$$

where the symbols and other details are the same as in § 25.725(b).

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25–23, 35 FR 5675, Apr. 8, 1970]

§ 25.729 Retracting mechanism.

(a) *General*. For airplanes with retractable landing gear, the following apply:

(1) The landing gear retracting mechanism, wheel well doors, and supporting structure, must be designed for—

(i) The loads occurring in the flight conditions when the gear is in the retracted position,

(ii) The combination of friction loads, inertia loads, brake torque loads, air loads, and gyroscopic loads resulting from the wheels rotating at a peripheral speed equal to 1.3 V_s (with the flaps in takeoff position at design takeoff weight), occurring during retraction and extension at any airspeed up to 1.6

V_{s1} (with the flaps in the approach position at design landing weight), and

(iii) Any load factor up to those specified in § 25.345(a) for the flaps extended condition.

(2) Unless there are other means to decelerate the airplane in flight at this speed, the landing gear, the retracting mechanism, and the airplane structure (including wheel well doors) must be designed to withstand the flight loads occurring with the landing gear in the extended position at any speed up to 0.67 V_C.

(3) Landing gear doors, their operating mechanism, and their supporting structures must be designed for the yawing maneuvers prescribed for the airplane in addition to the conditions of airspeed and load factor prescribed in paragraphs (a)(1) and (2) of this section.

(b) *Landing gear lock.* There must be positive means to keep the landing gear extended, in flight and on the ground.

(c) *Emergency operation.* There must be an emergency means for extending the landing gear in the event of—

(1) Any reasonably probable failure in the normal retraction system; or

(2) The failure of any single source of hydraulic, electric, or equivalent energy supply.

(d) *Operation test.* The proper functioning of the retracting mechanism must be shown by operation tests.

(e) *Position indicator and warning device.* If a retractable landing gear is used, there must be a landing gear position indicator (as well as necessary switches to actuate the indicator) or other means to inform the pilot that the gear is secured in the extended (or retracted) position. This means must be designed as follows:

(1) If switches are used, they must be located and coupled to the landing gear mechanical systems in a manner that prevents an erroneous indication of "down and locked" if the landing gear is not in a fully extended position, or of "up and locked" if the landing gear is not in the fully retracted position. The switches may be located where they are operated by the actual landing gear locking latch or device.

(2) The flightcrew must be given an aural warning that functions continuously, or is periodically repeated, if a landing is attempted when the landing gear is not locked down.

(3) The warning must be given in sufficient time to allow the landing gear to be locked down or a go-around to be made.

(4) There must not be a manual shutoff means readily available to the flightcrew for the warning required by paragraph (e)(2) of this section such that it could be operated instinctively, inadvertently, or by habitual reflexive action.

(5) The system used to generate the aural warning must be designed to eliminate false or inappropriate alerts.

(6) Failures of systems used to inhibit the landing gear aural warning, that would prevent the warning system from operating, must be improbable.

(f) *Protection of equipment in wheel wells.* Equipment that is essential to safe operation of the airplane and that is located in wheel wells must be protected from the damaging effects of—

(1) A bursting tire, unless it is shown that a tire cannot burst from overheat; and

(2) A loose tire tread, unless it is shown that a loose tire tread cannot cause damage.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25–23, 35 FR 5676, Apr. 8, 1970; Amdt. 25–42, 43 FR 2323, Jan. 16, 1978; Amdt. 25–72, 55 FR 29777, July 20, 1990; Amdt. 25–75, 56 FR 63762, Dec. 5, 1991]

§ 25.731 Wheels.

(a) Each main and nose wheel must be approved.

(b) The maximum static load rating of each wheel may not be less than the corresponding static ground reaction with—

(1) Design maximum weight; and

(2) Critical center of gravity.

(c) The maximum limit load rating of each wheel must equal or exceed the maximum radial limit load determined under the applicable ground load requirements of this part.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25–72, 55 FR 29777, July 20, 1990]

§ 25.733 Tires.

(a) When a landing gear axle is fitted with a single wheel and tire assembly,